तथापि, सरकार ने विदेशों में विशेषरूप से आस्ट्रेलिया, रूस और मध्य एशियाई गणतन्त्रों में प्रवेश को सुविधाजनक बनाने संबंधी निजी एंजेंसियों के विज्ञापन समाचार पत्रों में देखें हैं। ऐसे प्रवेशों को सुविधाजनक बनाने के लिए इनमें से कुछ का संबंधित संस्थाओं के साथ सीधा संबंध है। विशेष रूप से आस्ट्रेलिया भारत में अपनी उच्च शिक्षा का व्यवसाय चला आ रहा है और इस प्रकार की एंजेंसियों के लिए सेमीनार भी आयोजित किए हैं। इन सेमीनारों के आयोजन का उद्देश्य सहभागियों को प्रवेश कार्य-विधि तथा आस्ट्रेलिया के संबंध में अन्य सामान्य जानकारी देना था।

(ख) प्रश्न नहीं उठता। आस्ट्रेलिया के मामले में वीजा व्यवस्था इतनी कठोर है कि उन छात्रों ने जिनके प्रवेश वैध हैं दाखिले हांसिल करने लिए हैं उन्हें भी छात्र वीजा प्राप्त करने में कठिनाई का सामना करना पड़ा।

(ग) भारत सरकार ने 17 नवम्बर, 1994 को उच्च शिक्षा के संबंध में एक करार रसियन स्टेट कमीटी के साथ सम्पन्न किया है जो रूस में मान्यता प्राप्त संस्थाओं में उच्च शिक्षा के लिए भारतीय छात्रों के प्रवेश और दुर्लभ मुद्रा में भुगतान करने पर उनकी संपूर्ण अध्ययन अवधि के लिए नियम और शर्तों की गारन्टी देता है। द एजूकेशन कंसलटेंट्स इन्डिया लिमिटेड को रूसी संस्थाओं में इंजीनियरिंग और अन्य तकनीकी पाठ्यक्रमों में भारतीय छात्रों के प्रवेश की व्यवस्था करने के लिए प्राधिकृत किया गया है। आस्ट्रेलिया और कजाकस्तान के साथ ऐसा कोई करार नहीं है।

Taking over Dutch Aircraft Manufacturer Fokker By HAL

3050. SHRI SANJAY DALMIA: Will the Minister of DEFENCE be pleased to state:

(a)whether Hindustan Aeronautics Limited (HAL) proposes to take over Dutch Aircraft Manufacturer Fokker;

(b) the broad benefits that are likely to accrure to the HAL as a result thereof; and

(c) the sources from which the HAL proposes to get necessary funds in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI N.V.N. SOMU): (a) No, Sir.

(b) and (c). Do not arise.

Narrow Sections on the National Highway Between Vijayawada and Talepalligudem

3051. SHRI YERRA NARAYANA-SWAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are aware of a number of narrow sections on the National Highway between Vijayawada and Tale-palligudem in Andhra Pradesh;

(b) whether it is a fact that traffic jams are being caused by such ill designed culverts and roads in this sction; and

(c) the steps proposed to identify such narrow areas on the aforementioned National Highway?

THE MINISTER OF SURFACE TRANS-PORT (SHRI T G. VENKATRAMAN): (a) There is no narrow sections on National Highway 5 between Vijayawada and Tale-palligudem in Andhra Pradesh.

(b) No. Sir.

(c) Does not arise.

Sardar Sarovar Project

3052. SHRIMAT ANANDIBEN JETHABHAI PATEL:
SHRIMATI URMILABEN CHIMANBHAI PATEL:

Will the Minister of WATER RESOURCES
be pleased to state:

(a) whether construction of Sardar Sarovar Project has been stopped;

(b) whether the Suprem Court has given conditional stay and linked it with the rehabilitation of the displaced persons;

(c) whether it is a fact that Madhya Pradesh is not carrying out rehabilitation of the displaced persons according to the accepted award;

(d) the steps taken by Narmada Control Authority to insist to the Madhya Pradesh Government to carry out the rehabilitation on the basis of a time bound programme; and

(e) the number of persons going to be displaced and how many of them have been rehabilitated by Gujarat, Maharashtra and Madhya Pradesh in the last year: State-wise?

THE MINISTER OF WATER RESOURCES (SHRI JANESHWAR MISHRA); (a) No, Sir.

(b) The Supreme Court has not given stay against the Sardar Sarovar Project. However, further construction of the spillway portion of the dam is linked with pari-passu implementation of resettlement & rehabilitation measures.

(c) and (d) All the concerned party States including Madhya Pradesh are carrying out necessary resettlement & rehabilitation measures for the project affected families based on their own policies which are more liberal than those provided in the Narmada Water Dispute Tribunal Award. The Narmada Control Authority is closely monitoring the overall implementation of resettlement & rehabilitation programme and advising the concerned States for speedy implementation of resettlement and rehabilitation measures with a view to expedite the completion of the project.

(e) The details are as under:—

State	Total Number of Project Affected Families (PAFs)	] Progress of Resettlement & Rehabilitation of Project Affected Families (15.7.1996) Allotement of House Plots (No. of PAFs)	Agri. Land (No. of PAFs)	
Gujarat	4600	4331	4377	
Maharashtra	3113	1862	2041	
		(a) 634	656	(in Gujarat)
		(b) 1228	1385	(in Maharashtra
Madhya Pradesh	33014	3182	2563	
		(a) 2449	2563	(in Gujarat)
		(b) 733	—	(in Madhya Pradesh)
Grand Total	40727	9375	8981	

Development of Inland Waterways

3053. SHRI GURUDAS DAS GUPTA:
SHRI N. GIRI PRASAD:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that India has about 14,500 km of Navigable waterways which can provide cheap mode of cargo transport compared to both railways and roads;

(b) if so, whether it is also a fact that the Eighth Five Year Plan allocations for this sector have been very poor and the utilisation of the allocations still powrer;

(c) if so, the details thereof and the reasons therefor; and

(d) Government's approach towards development of inland waterways transport sector?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G.VENKATRAMAN): (a) Yes, Sir.

(b) Against the 8th Plan allocation of Rs. 132.00 crores provided for the central schemes of the Inland Waterways Authority of India (IWAI), the actual funds allotted in various Annual Plans upto 1995-96 were Rs. 32.45 crores. Out of this allotment, Rs. 20.79 crores have been spent. In the current year's budget Rs. 16.65 crores have been provided which are likely to be spent in full.

(c) The reasons for low utilisation of funds